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A BRIEF TO

THE ROYAL COMMISSION

ON

METROPOLITAN TORONTO

PREPARED BY

A SUB-COMMITTEE

OF

THE EXECUTIVE

OF

THE CENTRAL ONTARIO CHAPTER

OF

THE TOWN PLANNING INSTITUTE OF CANADA

March, 1964.

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A BRITIC TO

THE ROYAL CANADIAN MOUNTED POLICE

ON

ANTHROPOLOGICAL RESEARCH

PREPARED BY

A SUB-COMMITTEE

OF

THE EXECUTIVE

OF

THE BOARD OF THE CANADIAN

OF

THE CANADIAN PLANNING INSTITUTE OF CANADA

March, 1964

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TO

THE ROYAL COMMISSION

ON

METROPOLITAN TORONTO

Sir:

1. The Town Planning Institute of Canada is an association of professional Town Planners. Membership in the Central Ontario Chapter consists of members resident in the general area of Metropolitan Toronto, and it is the largest Chapter in Canada. It includes members working in Federal, Provincial, Metropolitan and local government offices as well as in the universities and in private consulting firms.
2. The objects of the Institute are set out in Appendix "A" attached hereto.
3. The professional practice of the members of the Institute is to contribute to the betterment of the physical, social and economic wellbeing of the area in which they work. To this end, the Central Ontario Chapter of the Town Planning Institute of Canada has, in the past, submitted "A Brief to the Select Committee on the Municipal Act and Related Acts", a brief to the "Committee of Inquiry into the Residential Environment, of the Royal Architectural Institute of Canada" and a brief to the "Ontario Committee on Taxation".
4. The phenomenal growth of the Metropolitan Toronto Area during the first decade of its existence as a political unit has been comprehensively discussed in "Metro Toronto: A Decade Later" by Dr. Frank Smallwood.

17/3/64

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2. The objects of the Institute are set out in Appendix "A" attached hereto.
3. The professional practice of the members of the Institute is to contribute to the betterment of the physical, social and economic wellbeing of the area in which they work. To this end, the Central Ontario Chapter of the Town Planning Institute of Canada has, in the past, submitted "A Bill to Amend the Act respecting the Metropolitan Act and Related Acts" as well as the "Committee of Inquiry into the Metropolitan Act and Related Acts" to the Royal Architectural Institute of Canada, and a Bill to the "Ontario Committee on Planning".
4. The phenomenal growth of the Metropolitan Toronto Area during the last decade of its existence as a political unit has been comprehensively discussed in "Metropolitan Toronto: A Study in Growth" by Frank Oakes.

We agree with the majority of the points made in the publication. There are, in our opinion however, some omissions, in respect to planning, and some observations which we feel should be given greater emphasis. It is to these that we, in the main, address ourselves.

5. The points which the Chapter respectfully submit, fall into three general fields:

- (A) The relationship of the Metropolitan Council and Planning Board to constituent municipalities.
- (B) The extent of the Metropolitan Municipality and the Metropolitan Planning Area.
- (C) Planning in the region surrounding the Metropolitan Planning Area.

All three points relate to the planning of the area and the implementation of plans once formulated.

Transportation

6. The prodigious growth of automobile ownership in the years since World War II have posed an increasingly complex series of problems for government. When "Metro" was born in 1953, the initial surge of traffic problems had made it obvious that drastic and expensive measures were imperative, and that even joint action by completing autonomous local authorities would not be adequate to develop and implement the scale of programme needed in the Toronto Area.

7. The Metropolitan government has constructed some substantial road works such as the F.G. Gardiner Expressway and the Don Valley Parkway. It has also taken over a number of local streets and constructed vital links in the arterial road system of the area, i.e. Lawrence Avenue and Eglinton Avenue over the Don River. It has not, however, been able to ensure, either through its own efforts or by guiding constituent municipalities, a satisfactory network of local collector and arterial roads. As a consequence, some parts of the Metropolitan area are badly served.
8. In public transportation one of the best, although short, subway systems in North America is now in operation and with financing on a Metropolitan basis, substantial additions are now under construction. Further additions are in the planning stage. In the central area surface transportation provides a reasonably adequate service but in the suburbs the situation is far less satisfactory.
9. In general a good basic subway and expressway system has been developed and is expanding comparatively rapidly. Local suburban facilities, however, have failed to keep pace with the extension of the major network.
10. The stipulation in the Municipality of Metropolitan Act that the Toronto Transit Commission should be self-sufficient is, we suggest, an inhibiting factor in the development of a satisfactory public transportation system for the entire Metropolitan Municipality. The fact that the Metropolitan Council has found a way to finance the capital costs of Toronto Transit Commission undertakings can readily lead to an

unbalanced system. We therefore urge the removal of the relevant parts of the Act which require the self-sufficiency of the Toronto Transit Commission.

11. While plans exist for various parts of the future Metropolitan transportation system, no single master plan has been completed and adopted. Even if it were, there must be some doubt as to its likely effectiveness under the present Metropolitan system where constituent municipalities are not required to carry out work indicated in an Official Plan, only not to carry out work that conflicts therewith.
12. The elimination of local responsibilities, at least in the case of all arterial, collector and sub-collector streets, would ensure a logical and orderly programme of right-of-way acquisition and construction.
13. This is particularly relevant in respect of undertakings such as bridges over major ravines. It seems probable that hesitancy on the part of local authorities to spend the substantial sums needed for such structures has inhibited the construction of necessary mid-block collector roads and, in some cases, arterial roads. The greater financial resources of the Metropolitan government would make possible a more realistic approach.
14. Metropolitan jurisdiction over all major roads would enable a consistent approach to be taken in respect of access from abutting properties, signs, lights and street furniture in general. It would also permit the central control and regulation of traffic, a rationalization that is desperately needed.

15. We recognize the possibility that the assumption of all roads by a central government might delay the construction of some facilities in the wealthier municipalities, since a road proposed might be relegated from a high priority in a local programme to a low position on the list of work to be undertaken by the central agency. We suggest, however, that the benefits to the community as a whole might well out-weigh the disadvantages to local inhabitants.

Housing

16. Since 1953, the vast majority of the housing units constructed in the Metropolitan Municipality have been built by private enterprise. Only 5,000 units of public housing have been constructed in that period. While these constitute a very large percentage of the total number of public housing units in Canada, the picture is far from satisfactory.
17. There will undoubtedly need to be a greatly increased effort made in the future to ameliorate the housing shortage for the substantial number of people in need of subsidized or other forms of public housing. Estimates of the number in this position vary widely between 30,000 and 100,000.
18. The fact that the private sector of the economy has been responsible for the bulk of housing development in the past has in practice meant that the new home owner has paid for the roads and services within his own subdivision. Indeed the imposition of Metropolitan and Local trunk service charges has assisted in the construction of works outside the subdivision. In addition to paying for services, the developer - home owner - has given free land for park purposes and has sold, at a reasonable price, land to the local school board for new schools.

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19. It now appears that the once tremendous backlog of housing, for the comparatively affluent section of the public, which can (or thinks it can) afford ownership housing, has been substantially met. In the last few years a higher percentage of rental units have been constructed, and in this field there are some indications that the market is less hungry than in the past, at least in the medium to high rental ranges.
20. Since the formation of "Metro", Municipal governments have almost annually demanded higher standards of construction and imposed more onerous specifications in subdivision agreements. It is not argued that these measures were not justified, we merely point out the facts. If market conditions become even more competitive in the housing field, there may well be an increasing resistance on the part of developers to the present, let alone more stringent, requirements. This factor coupled with a comparative slackening in the suburban home building field could have a substantial effect on the outer ring of municipalities.
21. The situation may well develop that to enable the construction of accommodation in a price range suitable for the less affluent sector of the population, private enterprise will need assistance from Municipalities at least in respect of road and service construction. The already heavy tax load on suburban home owners would thus have to be increased since not only would the Municipality not be given new facilities free, it would have to pay for them. This was indeed the case prior to World War II in most areas. In order to ensure

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that an oversupply of local services, built with municipal funds - not those of private enterprise - did not occur, the most careful co-ordination of construction would be necessary. A strong case for such co-ordination on a Metropolitan basis seems evident.

22. It can be said generally that housing in the lower price range in the Metropolitan area has produced the highest number of children per household. For this, and other reasons, there has been considerable opposition to the construction of public housing in Scarborough, Etobicoke and North York. If the percentage of public housing units under construction rises significantly, not only will there probably be opposition from the municipalities on the grounds of education costs but on the loss of contributions from developers toward main trunk facilities.
23. Because of the effective opposition to public housing proposals and the comparative lack of action since 1953, an increasing demand for an effective overall housing authority is mounting. This would undoubtedly improve the chances of positive action. However, the root cause of the problem for the local municipality will continue to be finance.
24. The two examples cited above are indicative of problems that result directly from the fragmentation of local government in the Metropolitan Municipality. There are other such as welfare and education which are the specific topics of other briefs to your Commission. While we do

that an over-supply of local services, built with municipal funds - not those of private enterprise - did not occur, the most careful co-ordination of construction would be necessary. A strong case for such co-ordination on a Metropolitan basis seems evident.

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not suggest that those functions now under Metropolitan jurisdiction for all purposes are perfect, we do suggest that they are more efficient, more uniform in quality, and generally better co-ordinated than those where jurisdiction is divided or is solely on a local basis.

25. In summary of the points raised in this section, we suggest that many of the problems inherent in the present system would evaporate if there was only one government for the whole area.
26. Conversely, we can not find any major function which might better be administered on a local rather than on an area basis. In this we bear in mind the fact that the present population of Metropolitan Toronto is less than two million and will not likely greatly exceed three million by the end of this century. We recognize the often strongly held view of many, that political representation only at a Metropolitan level may have some disadvantages. Undoubtedly, the detailed consideration of local matters now afforded by Municipal Councils could not be continued in a Metropolitan Council. We are however, inclined to the view that such problems might be handled by area committees of a Metropolitan Council or a number of other methods, even perhaps on a Borough System. No system would need to perpetuate the proliferation of semi independent Councils, Boards and Commissions which now attempt to run municipal business in the Metropolitan area.

Area Identification

27. It may be argued, but we suggest with questionable validity, that the average citizen is consciously proud of the municipality in which he lives. We incline to the view that most citizens are hardly aware of the municipality in which they reside. Undoubtedly there are some areas where identification is real on the part of a few citizens; an example is in Leaside where, for instance, the taxes are marginally lower and some facilities slightly more developed than in adjacent North York. It is likely that the majority consider themselves citizens of Metropolitan Toronto and of the community or neighbourhood in which they live. Despite the protestations of politicians, we suggest most strongly that Don Mills, Guildwood, Alderwood, Thistletown, Parkdale, Lawrence Park, Kingsway, Islington and Flemingdon Park are very much more significant points of identification than North York, Scarborough or East York.
28. The Federal Government, through the Postmaster General, has made many people identify more closely with Toronto than with the actual municipality in which they live. Only three municipalities out of thirteen in the Metropolitan area have Township names for postal districts and only in Toronto does the postal district cover the entire city. Scarborough and Etobicoke cover only parts of their municipal territory. There are, however, fourteen suburban subdivisions with local names such as Willowdale, Islington, Weston, Highland Creek and Humber Summit.

29. There is little real historical importance to any of the municipal units in the Metropolitan area although there is some significance in many of the community names. The Toronto area is, for instance, unlike London, England where many of the local government units have names which reach back almost two thousand years to Roman times.
30. We suggest that the average citizen, as opposed to a small minority who have some particular interest in perpetuating local municipal government, would be perfectly happy to find himself a resident of Toronto as opposed to one of the present municipalities; provided his tax contribution was not substantially increased thereby.

Official Plan(s)

31. This Institute is concerned that despite the fact that the Metropolitan Toronto Area contains a comparatively large number of professional planners, no complete plan has been made for the Metropolitan Planning Area as a whole or even for a substantial district thereof. The first draft Metropolitan Plan has now been substantially revised and may be completed for consideration by the Metropolitan and Subsidiary Boards soon. It is to be hoped that agreement, on the Plan, by the area municipalities will be forthcoming. Although several parts of the area have Official Plans, approved by the Provincial Minister responsible at the time of application, none of them can be considered a sound guide for present and future policy in respect to the development, re-development, maintenance or conservation of the municipality.

32. The Municipality of Metropolitan Toronto Act theoretically ensures the conformance of local Official Plans with a Plan for Metropolitan Toronto. It does not, however, ensure the implementation of any part of the Plan. It can reasonably be assumed that to implement a Plan, Metropolitan functions and policies would be carried out. The record in this respect suggests that such an assumption is valid. It is not at all certain, however, that even an adopted Metropolitan Official Plan would ensure its implementation in areas where local initiative is required. Indeed, local opposition to two Metropolitan housing projects would seem to suggest that at present the chances of implementation are not substantial.
33. It is presently proposed that the Metropolitan Toronto Official Plan should be supplemented by a series of district plans based on reasonably viable boundaries which in few cases conform to municipal limits. While it is undoubtedly possible to make such a system workable, there appear to be some substantial difficulties in ensuring the preparation of the district plans let alone ensuring their implementation. Where districts cross municipal boundaries, there will probably be great difficulty in persuading two councils to voluntarily adopt the same standards even if both have trained planners who are in accord in their recommendations. In areas where one municipality has a planning staff and the other has not, the problem may be even more difficult. It is not only in standards that problems will arise but in the use of land, particularly for Industrial and Commercial

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33. It is generally accepted that the Metropolitan Official Plan should be supplemented by a series of district plans based on reasonably stable boundaries which in no case extend to municipal limits. While it is undoubtedly possible to make such a system workable, there appear to be some substantial difficulties in ensuring the preparation of the district plans for those areas where there is no population. Where there is no population, there will probably be some difficulty in providing two councils to voluntarily accept the same standards even if both have elected planners who are in accord in their recommendations. In areas where one municipality has a planning staff and the other has not, the problem may be even more difficult. It is not only in standards that problems will arise but in the use of land, particularly for industrial and commercial

purposes. Under the present system, competition for non-residential assessment is as fierce within Metropolitan Toronto as in other parts of the Province. The designation of excess land for Industrial and Commercial purposes is an inevitable result of such competition.

34. This problem is intensified in the Metropolitan Planning Area because the outer ring of municipalities not within the Metropolitan Municipality are not represented on or responsible to the Metropolitan Council, although they are represented on the Metropolitan Planning Board and are thereby subject to certain restrictions.
35. In the early part of this brief and again here, we stress the need for effective methods to ensure the implementation of a Metropolitan Official Plan once one is adopted. We suggest two new provisions which should be introduced.

- (1) That in order to ensure that the use of land is as set out in a Metropolitan Plan of Land Use, more detailed District Plans be completed and adopted within two years and that they be implemented by Zoning By-laws within a further six months.
- (2) That methods be found to ensure the implementation of the other parts of a Metropolitan Plan, i.e. transportation and housing.

Official Plan and Zoning By-Law Standards

36. Within the Metropolitan Planning Area there are widely different regulations in Official Plan and Zoning By-law categories. In North York the Industrial designation set out in the Official Plan permits different uses than does the same designation in Scarborough, Etobicoke or Toronto Township. While the differences may not be great, they are, we suggest quite unnecessary in an area supposedly working towards a common goal in planning. In the Zoning By-law, the term R2 means significantly different things in almost every one of the 26 municipalities in the Planning Area.
37. It is acknowledged that in an area as large as the Metropolitan Planning Area there will be many variations to the controls needed for specific projects. There should, however, be an accepted yardstick by which such projects are measured. We suggest that the performance of local municipalities in the ten years since "Metro" was established, indicates that a more positive approach is needed to this problem.
38. When the Metropolitan Toronto Planning Board was in its infancy, a substantial proportion of its work was concerned with the review of proposals by constituent municipalities. Often the Board's staff expended a great deal of effort investigating matters of a local nature. Time has altered the emphasis of the Board's activities; it is now staffed with highly qualified personnel whose attention is mainly directed at matters of Metropolitan significance. Its programme of work on the Official Plan is largely complete so that in the future,

attention can be given to refinement and the detailed investigation of methods by which the aims of the overall plan may be carried out. We suggested earlier (paragraph 11) that the implementation of matters in the Metropolitan Official Plan which require local initiative is less certain than is felt desirable.

39. In Paragraph 36 we pointed out that there were wide variations in the contents and standards of the local Official Plans and Zoning By-laws in the Metropolitan Planning Area. While the cause of the situation is partly historical, some were adopted prior to the establishment of "Metro". It is also because each municipality carries out its own "research" before preparing planning documents. Thus, much of the "research" is comparatively superficial because staff time and municipal expense is limited. Indeed it is probable that many decisions are made after a review of the solutions found in other municipalities. The mixture thus grows more highly seasoned, but not necessarily more palatable, with each successive adaptation.

40. Techniques in the planning field are changing almost monthly and it is therefore essential in a rapidly growing area, such as Toronto, to utilize the best methods for finding solutions to the multitude of problems confronting the area. We are confident that a central agency is best suited to the task of investigating problems which are common throughout the whole or most of the area, and providing background data for use in the area. The continued diversification

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of effort is an unnecessary drain on comparatively limited professional resources. It may be argued that this task can be carried out quite well by the Metropolitan Planning agency now. We agree, but suggest that as long as there are independent political units in the area many suggestions, if not most, will be re-evaluated and modified so that the same unsatisfactory patchwork will continue. In a democracy it is not to be expected that local representatives will take, without question, the advice of a Metropolitan staff. We observe however that in the past ten years, there have been decisions made at the Metropolitan level, for the benefit of the Metropolitan population as a whole, and these decisions have subsequently been contested by local Municipalities whose representatives were party to the original Metropolitan decision. Even where a local Council does not openly oppose a programme adopted at the Metropolitan level, its inactivity can effectively delay and sometimes thwart the overall scheme. We wholeheartedly agree that debate on almost any issue is necessary but once a solution has been reached, albeit a compromise, there should be a clear method of implementation. We suggest that this can best be achieved by unification.

The Extent of the Metropolitan Planning Area

41. In the earlier part of this brief we have been mainly concerned with the Municipality of Metropolitan Toronto and its constituent municipalities. It is significant that when the inner thirteen were placed in a Metropolitan context, an outer ring of thirteen municipalities was also brought into the Planning Area. It was apparent in 1953 that the influence of the central area spread well into surrounding districts, but at that stage its present (1964) extent was not visualized. We can see now that the effect of firm servicing policies instituted by the Metropolitan Council, has been to guide the bulk of urban development within the Metropolitan municipality into comparatively logical areas. However, those very constraints have made land outside the Metropolitan Planning Area attractive to developers whose customers were part of the Metropolitan population. The most significant example of this phenomena is the Brampton-Bramalea complex.

42. It has long been suggested that the Province should be concerned with the extent and ramifications of growth in the several urban centered regions in Ontario, the largest of which is Toronto. Its hesitancy in this matter has been excused on the grounds that local autonomy was preferable and that Provincial interference was undesirable. Whatever the solution may be in other areas, we are satisfied that the efforts of the Metropolitan Toronto Planning Board and Council to bring some order into the development of its region

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satisfied that the efforts of the Metropolitan Toronto Planning Board
and Council to bring some order into the development of its region

are and will be substantially dissipated unless its influence, or that of a complementary and closely co-ordinated responsible planning authority extends beyond the present planning area boundary.

43. There may be merit in the idea that the Metropolitan municipal boundaries should be extended to coincide with those of the Metropolitan Planning Area thus making the implementation of any plan possible. The problem with this concept is that as the Metropolitan influence spreads it will be almost impossible to include successive rings of land in the Metropolitan municipality. We suggest that the only logical alternative is for the Province to develop and implement regional planning. This might involve a joint planning operation in which Metropolitan Toronto, part or all of the Counties of Halton, Peel, York, Ontario and Durham as well as the Province could participate. The aim should be to provide a context for local action in the entire area. Such a context does not at present exist and its absence is a serious limiting factor to the effectiveness of any Metropolitan planning. Whatever solution is adopted, we recommend that planning be on a regional basis; prime responsibility for this must lie with the Province.
44. If, as is confidently predicted by many eminent authorities, the entire Lake Ontario shoreline from Oshawa to Hamilton and beyond is to be urbanized by the end of the century, it may be necessary to devise a series of units in the area, each of which is reasonably logical.

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44. It is authoritatively requested by many eminent authorities, the entire
Lake Ontario drainage from Ottawa to Hamilton and beyond is to be
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a series of units in the area, each of which is reasonably logical.

In establishing the limits of the region recommended in paragraphs 40 and 41, the limits of these areas should be considered.

45. As the Metropolitan population grows, its need for recreational space will increase. Substantial areas which have and are being acquired for flood control and conservation purposes will also be used for recreation. There will, however, be an increasing need for additional cottage and resort facilities in such areas as Muskoka and the Kawartha's. Control over this problem will be essential if the beauty of the land is to be preserved and the very amenities sought are not to be destroyed. The problem can not be tackled by Metropolitan Toronto; it must be assumed as a Provincial responsibility.

Recommendations

46. We have, in this brief, made observations in respect to a number of factors of planning significance. The Chapter does not insist that amalgamation is the only solution within the present Metropolitan area, although it seems to be an eminently satisfactory way to solve many problems. We do, however, respectfully recommend that whatever method of solving the present dilemma is chosen, the following should be considered:

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the following should be considered:

- (a) that the financial resources of the constituent municipalities now in the Metropolitan Municipality be centralized and allocated on a per capita or other suitable basis in accordance with local need,
- (b) that the requirement that the Toronto Transit Commission be self-supporting be removed,
- (c) that uniform zoning standards and regulation be instituted at least over the entire Metropolitan Municipality,
- (d) that legislation require the implementation of a Metropolitan Official Plan by district plans and subsequently zoning by-laws within two to three years of the adoption of a Metropolitan Official Plan,
- (e) that Building By-laws, engineering design standards and specifications be made uniform over the entire Metropolitan Municipal Area.
- (f) that either the boundaries of the Metropolitan Planning Area be extended to include all land within the influence of the Metropolitan agglomeration, or that the Province undertake to ensure the proper control of development beyond the Metropolitan Planning Area,
- (g) that whatever action is taken in respect of (f) above, the Province assume the responsibility for making and implementing regional planning in the area outside the Metropolitan Planning Area.

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- (c) that certain zoning standards and regulations be instituted at least over the entire Metropolitan Municipality,
- (d) that legislation require the implementation of a Metropolitan Official Plan by district plans and subsequently zoning by-laws within two to three years of the adoption of a Metropolitan Official Plan,
- (e) that Building By-laws, engineering design standards and regulations be made uniform over the entire Metropolitan Municipality,
- (f) that either the boundaries of the Metropolitan Planning Area be extended to include all land within the influence of the Metropolitan agglomeration, or that the Province undertake to ensure the proper control of development beyond the Metropolitan Planning Area,
- (g) that whatever action is taken in respect of (f) above, the Province assume the responsibility for making and implementing regional planning in the area outside the Metropolitan Planning Area.

(h) that whatever action is taken in respect of (f) above,
legislation require the positive implementation of an
Official Plan for Metropolitan Toronto.

(i) that the recreational needs of the Metropolitan Toronto
area be recognized by and responsibility for their
study, control and provision be assumed by the
Province.

Respectfully submitted,

.....
M. J. Bacon, M.T.P.I.C.
Chairman,
Sub-Committee of The Executive,
Central Ontario Chapter,
The Town Planning Institute of Canada.

17/3/64

(h) that whatever action is taken in respect of (i) above, legislation respecting the positive implementation of an

Official Plan for Metropolitan Toronto.

(i) that the recreational needs of the Metropolitan Toronto area be recognised by and responsibility for their study, control and provision be assumed by the

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APPENDIX "A"

INCORPORATION

On October 22, 1923 the Town Planning Institute of Canada was granted a national charter as a "Body Corporate and Politic without share capital". The letters Patent issued by the Secretary of State of Canada ordain "that the business of the said Corporation shall be carried on without the purpose of gain for its members and that any profits or other accretions to the Corporation shall be used in promoting its objects."

OBJECTS

The Institute is incorporated "for the following purposes and objects, namely:

Promotion of
professional
knowledge.

(a) To facilitate the acquirement and interchange of professional knowledge among its members, and more particularly to promote the acquisition of that species of knowledge which has special reference to the profession of Town Planning, and further to encourage investigation in connection with all branches and departments of knowledge connected with the profession;

Examination
for
membership.

(b) To devise and impose means for testing the qualifications of candidates for admission to membership in the Institute by examination in theory and in practice, or by any other actual or practical tests, or to arrange with any technical school, college or institution for the imposition of such tests; and to grant certificates of qualification or diplomas to successful candidates;

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OBJECTS

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- (a) To facilitate the advancement and interchange of professional knowledge among its members, and particularly to promote the acquisition of that species of knowledge which has special reference to the profession of town planning, and further with consequent investigation in connection with all sciences and departments of knowledge connected with the profession;

Promotion of
professional
knowledge.

- (b) To disseminate and to conduct research for the advancement of the scientific and practical theory and practice of town planning, and to establish a system of examination with respect to the subjects of town planning, and to conduct tests, and to establish a system of examination for the purpose of granting diplomas to successful candidates;

Education
of members
and members.

Conferences
and
education.

(c) To hold conferences or meetings for the discussion of and the exchange of views on matters affecting or relating to town planning, the reading of papers and the delivery of lectures; and to hold congresses or exhibitions (either jointly with any other body or institution or not) for the exposition of any matters affecting or relating to the practice or theory of town planning or any allied subject; and to award medals, certificates, prizes or diplomas in connection therewith;

Library and
archives.

(d) To form or acquire by purchase, donation, bequest or otherwise a library and collection of maps, models, drawings, designs or other materials, and to maintain, extend and improve the same;

Property.

(e) To acquire, hold and dispose of all lands and property as necessary and required in order to carry out the objects and purposes for which incorporation is sought;

Gifts and
endowments.

(f) To accept any gift, endowment or bequest made to or for the Institute, upon trust or otherwise;

Encouragement
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(g) To encourage original research and to develop and maintain high standards in the Town Planning profession and to enhance the usefulness of the profession to the public."

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